

~~CONFIDENTIAL~~20th April, 1959.COCOM Doc. No. 3479BCOORDINATING COMMITTEE*6 e (1) repairs*RECORD OF DISCUSSIONONA QUESTION FROM THE BELGIAN DELEGATEREGARDING TANKERS AND ITEM 141613th April, 1959

Present: Belgium(Luxembourg), Canada, Denmark, France, Germany, Greece, Italy, Japan, Netherlands, Norway, Turkey, United Kingdom, United States.

Reference: COCOM Document No. 3300 - Items 1410 and 1416.

1. The CHAIRMAN drew the Committee's attention to a question put by the Belgian Delegate at the meeting of the 6th April. He recalled that the latter has asked whether or not tankers not covered by Item 1410 were covered by Item 1416 (e), when they included equipment falling under Item 1416 (e). He invited delegates to make known their views in this connection.

2. The BELGIAN Delegate explained that if his Government had had some doubts as to the scope of Item 1416 it was because, during the List Review, the new definition for Item 1416 had been based on old Items 1416 and 1417. It was for this reason that they would like to have confirmation from the other delegations that tankers not covered by Item 1410 fell within the terms of Item 1416 (e).

3. The UNITED KINGDOM Delegate said that there was in the view of his authorities no doubt that the word "vessels" in sub-item 1416 (e) meant any and all kinds of craft. Separate item numbers in List I had been given to certain kinds of vessels because of other embargo characteristics, e.g. the horse power of ice-breakers (Item 1405), and the speed of fishing vessels in Item 1416 (a).

4. The GERMAN Delegate stated that he shared the view expressed by his United Kingdom colleague, to the effect that tankers not covered by Item 1410 were of necessity covered by Item 1416 (e), if they had the characteristics defined in Item 1416 (e). In the view of the German experts, the same would apply to ice-breakers not covered by Item 1405 but meeting the criteria listed in Item 1416 (e), since the latter covered all kinds of vessels.

5. The NETHERLANDS Delegate stated that his Government shared the point of view expressed by the German and United Kingdom Delegations.

6. The JAPANESE Delegate agreed with the interpretation given by the German and United Kingdom Delegates. The Japanese Government considered that Item 1416 (e), (d) and (e) applied to all types of vessels.

7. The DANISH Delegate, for practical reasons, and the CANADIAN, FRENCH, NORWEGIAN and UNITED STATES Delegates shared their German, Japanese and United Kingdom colleagues' view.

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8. The CHAIRMAN concluded with the hope that the unanimous opinion expressed in the Committee as to the interpretation of Item 1416 would answer the Belgian Delegation's question and be sufficient to remove any doubts they might have in this respect.

9. The BELGIAN Delegate replied in the affirmative to the Chairman's remark, and thanked the Committee for the reply given to his Government's question.

C O N F I D E N T I A L